

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (currently amended): An engine control apparatus, comprising:
 - a stop switch body for allowing the engine to stop or to be in an idling state;
 - a stop switch knob that abuts with the stop switch body to activate the stop switch body to allow the engine to stop or to be in an idling state;
 - a lock plate insertable to the stop switch knob;
 - a transponder that is provided at the lock plate side and transmits a predetermined ID code; and
 - a control section operable to receive the ID code transmitted from the transponder and control the engine operation based on the ID code, wherein
 - when the lock plate is disengaged from the stop switch knob, the stop switch body is activated to allow the engine to stop or to be in an idling state, and
 - the transponder is provided separately from the lock plate and is detachably attached to the lock plate or the vicinity thereof so the transponder is detachable without damaging the lock plate or the transponder; and
- wherein the control section is operable to change the engine performance based on the ID code from the transponder.
2. cancelled.

3. (previously presented): The engine control apparatus of claim 1, wherein the lock plate includes at least one convex section that has a groove-like shape over the surface of the lock plates and an attachment incorporating the transponder is attached to the convex section.

4. (previously presented): The engine control apparatus of claim 1, wherein, based on the ID code the engine performance can be changed at least between a performance corresponding to a first engine performance and a performance corresponding to a second engine performance.

5. (currently amended): The engine control apparatus of claim 4, wherein ~~the said apparatus transponder is a first transponder and said ID code is a first ID code corresponding to the first engine performance, and wherein the first transponder is configured to be replaced by a~~ transponder is a first transponder and said ID code is a first ID code corresponding to the first engine performance, and wherein the first transponder is configured to be replaced by a ~~is operable to replace a first transponder with second transponder, the first transponder having a first ID code corresponding to a first engine performance and the second transponder having a second ID code corresponding to a first engine performance and the second transponder having a second ID code corresponding to a second engine performance.~~

6. (previously presented): The engine control apparatus of claim 4, wherein the first performance corresponds to a beginner and the second performance corresponds to an experienced user.

7. (previously presented): The engine control apparatus of claim 1, wherein the lock plate includes at least one concave section with a hole to which an attachment incorporating the transponder is inserted into.

8. (currently amended): The engine control apparatus of claim 1, wherein the lock plate includes an upper end and a lower end, the lower end having two protrusions with a hole for each that are operable to be aligned so that a pin can be inserted, the lower end incorporating the ~~transducer~~transponder.

9. (previously presented): The apparatus of claim 4, wherein the attachment is operable to absorb vibrations from the engine.

10. (previously presented): The apparatus of claim 7, wherein the attachment is operable to absorb vibrations from the engine.

11. (previously presented): The apparatus of claim 8, wherein the attachment is operable to absorb vibrations from the engine.

12. (new): The engine control apparatus of claim 5, wherein the first transponder and the second transponder are configured to be readily interchanged by different operators of the engine so as to change the performance of the engine.

13. (new): The engine control apparatus of claim 5, wherein the first transponder and the second transponder are configured to be exchanged by selectively unclipping one of the first and second transponders that is already clipped to the lock plate and clipping in its place the other of the first and second transponders to the lock plate.

14. (new): The engine control apparatus of claim 5, wherein the first transponder and the second transponders are configured to be selectively clipped to the lock plate by an operator of the engine without tools.

15. (new): The engine control apparatus of claim 5, wherein each of the first transponders and the second transponders comprises a section that sandwiches a portion of the lock plate so as to clip to the lock plate.